Will Seaway Stagnate Industry?

HAMILTON (CP)—A Canadian economist warned last night that the St. Lawrence Seaway could mean stagnation for Canada instead of prosperity unless all levels of government realize "the importance of manufacturing to the national well-being."

"If manufacturing stagnates, the whole Canadian economy will stagnate," Stuart Armour, economic adviser to the Steel Company of Canada, told the Engineering Institute of Canada.

He said the Seaway will hit manufacturers in the heart of industrial Ontario in at least two ways.

"In the first place, it is certain to increase greatly the pressure of outside competition upon us. In the second, we in the steel and some other industries, including Ontario hydro, now will have to pay tolls upon the bulk of our raw materials.

"Since steel and hydro energy are basic to all production in Ontario, anything which raises their costs must ultimately hit consumers in all parts of Canada."

Stressing the vulnerability of Canadian manufacturing to outside competition, Mr. Armour said since he came to Hamilton 12 years ago six knitting mills have ceased to function here.

"It is my contention . . . that unless government at all levels takes cognizance of the importance of manufacturing to national well-being, the Seaway may bring to Canada not progress and prosperity but retogression and stagnation."

FREDERICK FIELD

* * *

Bank of Canada Director Says:

Up to Government To Clear Name

VANCOUVER (CP) — Frederick Field, Vancouver chartered accountant appointed last December as a Bank of Canada director, said yesterday the federal government must show there was no patronage involved in his appointment.

Mr. Field was commenting on a statement made in the House of Commons in Ottawa Friday that he contributed more than $20,000 to successful Progressive Conservative candidates in the 1958 federal election.

Frank Howard (CCF, Skeena) told the House he was not suggesting anything nefarious in the appointment but added "many people are probably asking themselves whether there was."

Canadians in Pakistan

Men of Goodwill Outweigh Dam

PESHAWAR, Pakistan (UPI)—In the puzzling, frustrating game of foreign aid, Canada has a winner a few miles from the Khyber Pass.

It's called the Warsak Dam, and you probably will never read about it in the World Almanac.

Most people around here can't read anyway, and they are not particularly interested that the dam will one day double West Pakistan's electrical power supply and irrigate some 100,000 acres of land.

What they do know is this —Canada is building the dam and providing jobs in a poverty-stricken area where a few years ago angry tribesmen wouldn't work for white men. Since 1956, when construction began, some 10,000 Pakistanis have exchanged their turbans for hard hats.

The project's 48-page brochure notes that when the dam is completed next year, the Kabul River will be backed up 26 miles to the Afghanistan border, forming a 1,000-foot-wide tourist lake. What is overlooked is the fact that construction workers average six rupes ($1.26) a day.

That's not enough to buy a steak dinner in Canada. But in Pakistan where per capita income is about $50 a year, it's enough to feed a good-sized family.

Warsak will cost an estimated $62,000,000 and Canada has made it clear she is picking up the tab. When the Duke of Edinburgh visited Warsak in February, workers shouted: "Long live the Duke," "Long live (President) Ayub Khan" and "Long live Canada," and not always in that order.

But Canada is not necessarily building up goodwill on the basis of a multi-million-dollar gift. The big return comes from 150 Canadian technicians, consulting engineers, foremen and construction bosses, who qualify as grass-roots diplomats.

"You don't do any good by giving people a million bucks or sending them a boatload of shoes. This is the way to do it," says Corrie Robbins of Edmonton, construction manager for Angus Robertson Ltd., the general contractors.

Most of the Canadians don't come to Pakistan with the idea of being goodwill ambassadors. Many frankly admit they took the job for the money and for a chance to travel. They average a tax-free $500 a month, with an additional 15-per-cent overseas allowance.

There are those who don't like Pakistan, but the Canadians really aren't roughing it. Their community near the dam site is dotted with neat houses. Married workers may bring their dependents and 35 new Canadians can claim Pakistan as their birthplace.

The small community also boasts a club with a swimming pool, a bowling alley and a billiard room, all of them open to Pakistanis.

The farmers' market section of Paris, known as Les Halles, has operated near the Louvre since the 12th Century.

Stiff Upper Lip Lost

LONDON (AP)—A distinguished moustache of 35 years' standing was sacrificed to tradition Saturday. It belonged to Sir Kenneth Peppiatt, 66, eminent financier whose signature as chief cashier of the Bank of England, appeared on millions of bank notes.

He resigned from the bank recently to become a director of the old private Bank of Coutts, which serves the royal family. He was qualified in all respects except one—his wiry black moustache which had become a symbol of Bank of England integrity. Coutts, with traditions of its own, has one that requires everyone from doorman to chairman to be clean shaven.

So Peppiatt took his razor firmly in hand, and off came the symbol of the Bank of England. "No one told me to remove my moustache," he said. "I made the decision myself."

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No Explanation

Bond Theft Trial Halted Suddenly

VANCOUVER (CP) — The crown entered a stay of proceedings Friday in the case of William Traynor, 45, charged with possession of $100,000 worth of stolen stocks and bonds.

"Something has just come up in this case," said prosecutor Stewart McMorran. He did not elaborate.

Traynor was arrested Feb. 11. The bonds were taken by thieves who hammered through a 20-inch cement wall to the safety deposit boxes of the West Vancouver branch of the Canadian Bank of Commerce.

Here for Convention

Insurance Agents' Association of B.C. stages its seventh annual convention in Victoria Monday and Tuesday with W. Alan Davidson of Cloverdale as presiding officer. About 200 insurance men are expected.

The Car Corner

Cramped, Homely Berkeley Still Fun-Driver's Delight

By J. T. JONES

The perfect car for the marine drive Mille Miglia has at last come along. It corners like a cat (or possibly a mouse), makes authoritative noises, and at 30 miles an hour it really feels like it's flying.

It offers all the sport of a mighty competition Ferrari—and a good bit of the discomfort—but it does it all at reassuringly modest speed and at about one-tenth the cost.

Its name is the Berkeley.

Before we go any furthher, I'd like to make it clear I have certain reservations about this tiny sports car from England. In the first place, unless you're less than five feet eight, it's just plain too small.

Second, by my standards (distorted as they may be) it's rather homely. Third, the seats are unyielding although well shaped, and I doubt very much if it would be comfortable enough for even as much as 100 miles.

This is especially so in view of the ride, which by comparison would make a Morgan feel like an Imperial.

On the other hand, once these objections are out of the way—and they are out of the way pretty quickly with some of the sports car crowd — the Berkeley has a lot to recommend it.

I liked its motorcycle gearshift, which unlike the type usually met with is controlled by a lever that operates in a straight line, rather than an H pattern.

All four forward speeds are synchronized, and once you get the hang of the different gear ratios it's every bit as good as the regular one—maybe a bit better. The gearbox, by the way, is borrowed from an Albion motor bike.

The drive line is quite unusual—chain drive. Not quite like the old Frazer-Nash, though. The Berkeley is front-wheel-drive, for one thing.

Steering is quick and the car seems to go around corners just as fast as you want to push it. Yank the wheel around, stand on the loud pedal, and zip right through. The standard Michelin X tires are a big help here, of course.

Suspension of all wheels is independent, the front ones by a fairly standard arrangement of short and long wishbones, the rear by swing axles. Coil - spring - and - shock - absorber units provide the bounce.

They don't come much lighter than the fiberglas-bodied Berkeley. The one I drove weighed in at 860 pounds, and with 20 horsepower, the little beast can really move.

The 30 horses come from a three-cylinder two-stroke engine.. It seems odd, but in fact the power delivery is the same as that of a four-cycle six-cylinder engine, because each of the three cylinders fires twice as often.

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Business Topics — By Harry Young

Package Symbol of Age

We are inclined to agree with T. G. McCormack, president of Dominion Stores, that it would be better not to call this the Atomic Age or the Space Age, but the Pack-Age.

It would occur that although packages have contributed partly to increased living costs they are a lot more pleasant than the implications of atom and space.

As Mr. McCormack told the packaging association of Canada this week, "The package is the symbol of modern western civilization, the symbol of plenty."

* * *

GAS FUTURE BRIGHT

At least one Canadian oil and gas company did not look upon 1958 as a dead loss.

C. W. Murchison, president of Canadian Delhi Oil, in his annual report told shareholders that several important rulings by regulatory bodies of both Canada and the United States have substantially improved the long-term outlook for Canadian natural gas.

Even the much-criticized Borden Commission was given this measure of praise "although suggesting a rather complex regulatory program did favor the export of gas from Canada."

In addition Alberta gave export approval for its surplus gas, and the U.S. Federal Power Commission indicated it would favor a policy to increase imports of Canadian gas.

Mr. Murchison said Canadian Delhi—with its natural gas reserves, undeveloped acreage, holdings in Trans-Canada Pipeline, Quebec Natural Gas Corporation and Alberta Gas Trunk—was in a position to participate in the expected rapid expansion of the industry.

Canadian Delhi made its first deliveries of natural gas to Trans-Canada Pipelines in November, 1958, and it was supplying 31,000,000 cubic feet a day by year end. It expects to deliver 52,000,000 cubic feet a day by the end of 1959.

* * *

The Canadian Shipbuilding and Ship Repairing Association believes that Canada is shortly going to need a great new fleet of specialized types of ships for use in the Arctic Ocean.

Geology and geography point to a traffic rush in the seaways of the Canadian Arctic that might for a short period in every year compare with that in the St. Lawrence.

The shipbuilders believe that the hectic scramble for oil exploration rights indicate that the expectations of great discoveries are bright.

If oil is found in large quantities the cost of shipping it by sea would make the oil competitive with that of the Middle East.

Shipbuilders say that thousans of tons of cargo will have to be moved in for the imminent exploration projects, and that there will be new demands if production materializes.

Icebreakers large and small will be required as will reinforced tankers and ore carriers.

The association says that Canadian shipbuilders have a backlog of experience in building ships for northern service and they have the personnel and the yards ready to cope with the rush.

* * *

Net profit of Distillers Corporation-Seagrams for the six months ended Jan. 31 was $15,379,000. The net profit for the corresponding period a year ago was $17,763,000.

* * *

NEW RATES OFFERED

On its new rates effective this month, Royal Trust Company is offering up to five per cent on minimum deposits of $5,000.

The rates announced are: 3-89 days four per cent; 90-179 days 4.25 per cent; 180-269 days 4.375 per cent; 270-364 days 4.50 per cent; one year to five years 4.75 per cent; five years five per cent.

* * *

FRESH AIR INSIDE TOO

A complete air-conditioning system is being introduced into the liners of the Orient and Pacific Lines Pacific service.

First two ships undergoing the treatment are Orcades and Arcadia. Orcades will be completed later this month and will reach Vancouver in May.

Other O and P liners to be refitted are Himalaya, Chusan, Iberia, Orsova and Oronsay.

* * *

College 'Bi-Lingualism' Has Double-Talk Ring

Qualifying fast as Canada's major seat of bi-lingualism is Victoria's higher hall of learning.

The one language is the one spoken by the Victoria College council in its dealings with the university subcommittee of the Victoria Chamber of Commerce. This one talks about the University of British Columbia at Victoria.

The other language is the one which is being used to prospective applicants for enrollment. This one talks about Victoria College.

"The Victoria College" brochure for session 1959-60 is off the press.

Dr. Harry Hickman, college principal, states this booklet will be placed in the hands of each Grade 12 and 13 student in the schools of Vancouver Island and the interior of the province.

On none of its 16 brightly-produced and colorful pages is there the slightest reference to UBC at Victoria.

It gives a long list of the first and second year classes offered by the college.

Then in its final introductory remark, the brochure states: "In the immediate future, by offering a limited number of third and fourth-year courses, Victoria College plans to build liberal arts and education degree programs."

The prospective student is left to guess what these courses are, or when they will be introduced.

The brochure may serve its purpose, but to the thousands of high school students to whom it is addressed, it is a poor way of advertising the fact that Victoria College is on the verge of university status.

Some might go a little further and wonder if Victoria College bi-lingualism is not in effect "double talking."

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